



SAN CARLOS ZONING ORDINANCE UPDATE

Priority Development Area Standards

Agency Review

Purpose of the Zoning Update

Comprehensively revise the Citywide zoning regulations to implement the General Plan, shape future growth and help realize the community's vision for the future – a safe, beautiful, vibrant, and livable community, a robust local economy, a vibrant Downtown and village atmosphere.

Purpose of PDA Standards

- **Encourage pedestrian- and transit-oriented development**
- **Promote high quality design**
- **Provide a range of housing choices near transit**
- **Respond to community concerns**
- **Be clear, concise, understandable, easy to use**

Process

Analysis and Meetings

June 2010

Research and Reconnaissance

July 2010

“Code User” and Community
Stakeholder Interviews

August 2010

Assessment by the Consultant

*November 2010-
February 2011*

Technical Advisory and Transportation
and Circulation Commission Meetings

March 2011

Final PDA Regulations

Products

Stakeholder
Interview Summary

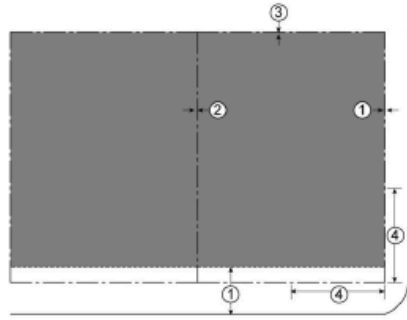
Issues and Options
Working Papers and
Draft Regulations

PDA Regulations

Pedestrian- and Transit-Oriented Development

- Building Placement Standards
 - *“Build-to” Lines*
 - *“Street Wall” Along El Camino, San Carlos and Laurel*
 - *Special Attention to Corners*

TABLE 18.05.030-2: BUILDING PLACEMENT STANDARDS—MIXED-USE DISTRICTS



KEY

- Property Line
- - - Setback Line
- Building Area

District	MU-DC	MU-D	MU-SA	MU-SC	MU-NB	MU-SB	MU-N	Additional Regulations	#
Setbacks, Residential-only Development	Residential-only development in the MU Districts is subject to the setback requirements of the RM-59 District.								
Setbacks, Commercial and Mixed-Use Development (ft)									
Laurel Street Frontage	Property line or 15 ft from curb (the greater)	n/a	n/a	n/a	n/a	Property line or 15 ft from curb (the greater)		(A)	①
El Camino Real Frontage	Property line or 20 ft from curb (whichever is greater)				5 min, 15 max	0 min, 5 max	5 min, 15 max	(A)	①
San Carlos Avenue Frontage	Property line or 15 ft from curb (whichever is greater)				n/a	n/a	5 min, 15 max	(A)	①
Elm Street Frontage	0 min, 10 max	n/a	n/a	n/a	n/a	n/a	n/a		①
All Other Street Frontages	0 min, 5 max	0 min, 5 max	0 min, 5 max	5	5 min, 15 max	0 min, 5 max	5 min, 15 max		①
Interior Side	0 min; 10 min adjacent to RS District							(B)	②
Rear	0 min; 20 min adjacent to RS District							(B)	③
Corner Build Area (ft)	30; Buildings must be located in accordance with the required setbacks within 30 feet of every corner. Public plazas may be at the street corner provided buildings are built to the edge of the public plaza.								④

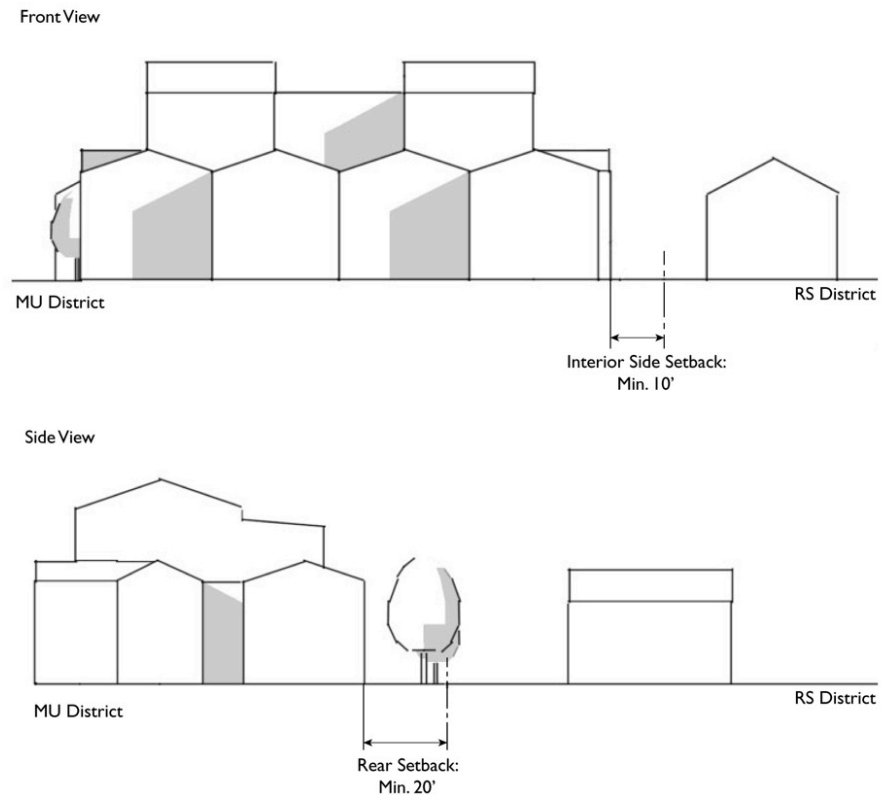
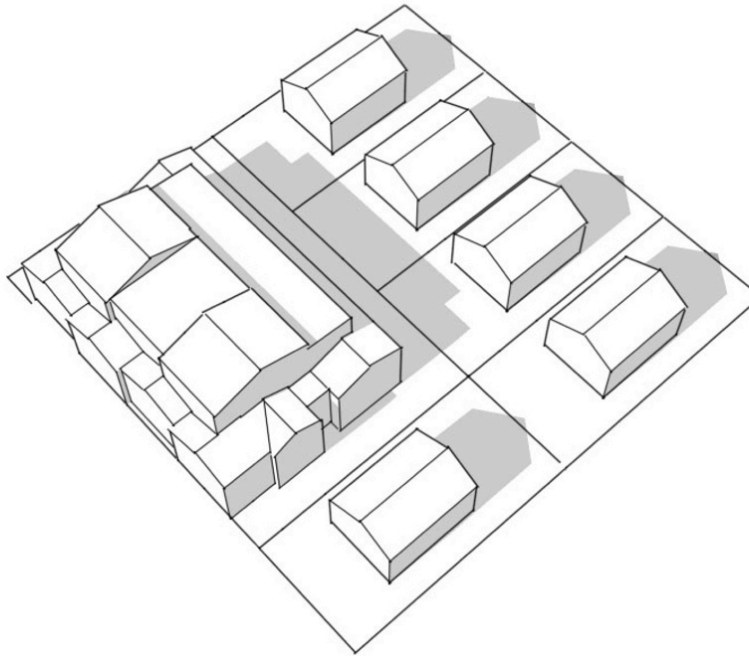
Pedestrian- and Transit-Oriented Development

- Building Heights
 - *Maximum and Minimum Building Heights*
 - *Exceptions to Height Limits for Special Building Features*
 - *Transition from Mixed Use to Lower-Scale Residential Areas*

District	MU-DC	MU-D	MU-SA	MU-SC	MU-NB	MU-SB	MU-N	Additional Regulations	#
Building Maximum (ft)	50; 25 within 75 ft of the exterior of the Train Depot; 30 within 40 ft of an RS District 40 within 50 ft of an RS District							(C) See §TBD Height and Height Exceptions	(5)
Building Minimum (ft)	25; Applicable only along Laurel Street and El Camino Real frontages			n/a	n/a	n/a	n/a		(6)

Pedestrian- and Transit-Oriented Development

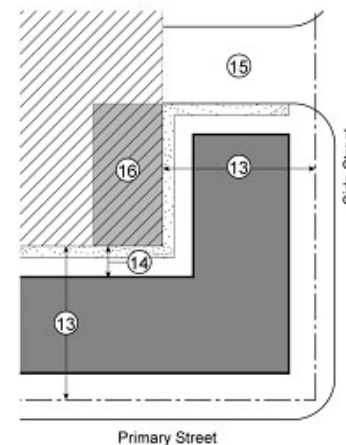
- Transition Standards
 - *Address transition from mixed-use to lower-scaled residential development*



Pedestrian- and Transit-Oriented Development

- **Parking and Loading Standards**
 - *Underground, Behind Building, or on Interior Side*
 - *Access from Side Street or Alley*
 - *Minimize Curb Cuts*

TABLE 18.05.020-5: PARKING AND LOADING STANDARDS—MIXED-USE DISTRICTS



KEY

- Property Line
- Building Area
- Parking Area
- Loading Area

District	MU-DC	MU-D	MU-SA	MU-NB	MU-N	Additional Regulations	#
Setback from Street Property Line (ft)	40; Buildings shall be placed as close to the street as possible, with parking underground, behind a building, or on the interior side or rear of the site.					(F)	
Setback from Buildings and Public Plazas (ft)	5 ft walkway plus 3 ft landscaping; Applicable only to above ground lots.						
Access Location	Side street or alley wherever possible.						
Curb Cuts	Prohibited on Laurel	Minimized and in area least likely to impede pedestrian circulation					
Loading/Service Area	Side or rear of lot; must be screened from public ROW						(16)

Pedestrian- and Transit-Oriented Development

- Building Orientation and Design
 - *Buildings Oriented to Street*
 - *Limitations on Blank Walls*
 - *Transparency Requirements*
 - *Building Design and Articulation*



The varied depth along this facade creates a wider sidewalk at certain points which offers relief and creates an engaging facade.



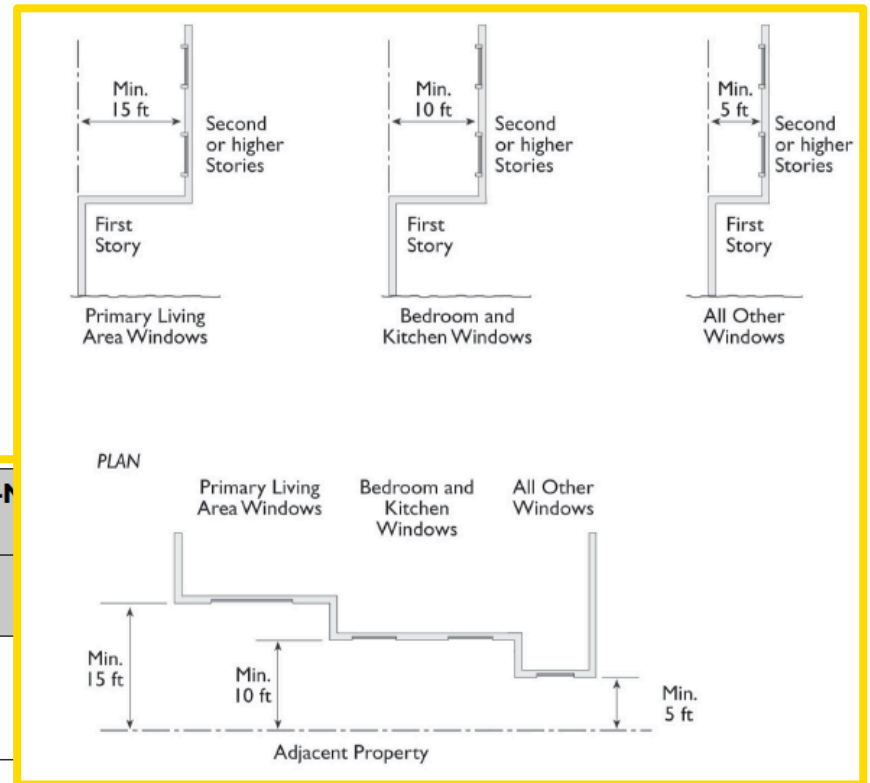
Drake Building. Design elements include a tower at the corner, variation in roof forms, deeply recessed windows, and facade articulation.

Pedestrian- and Transit-Oriented Development

- Standards for Residential Uses in Mixed-Use Development
 - Open Space Requirements*
 - Building Entry Standards*
 - Setbacks*

TABLE 18.05.030-6: LANDSCAPING AND OPEN SPACE STANDARDS—DISTRICTS

District	MU-DC	MU-D	MU-SA	MU-SC	MU-NB	MU-SB	
Minimum Residential Open Space (sq ft per unit)	100	100	150	150	150	150	
Minimum Public Open Space (% of site)	10; applicable only to lots greater than 15,000 square feet						
Minimum Dimensions (ft)	20	20	20	20	20	20	20
Minimum Amount of Landscaping (% of site)	10	15	15	15	15	15	20



Parking and Transportation Demand Management

- **Why is Parking Important?**
 - *Supply, Price, Availability and Design of Parking Affects How People Travel*
 - *Parking is Expensive to Build and Maintain and Has a Big Influence on Development Feasibility*
 - *Parking Affects How Community Looks and Feels*
- **Reduce Parking Requirements to Respond to Context, Encourage Development**
 - *Walkable Station Areas May Have Lower Parking Demand*
 - *Lower Parking Requirements Improves Feasibility of Redevelopment in Older Downtowns*

Parking and Transportation Demand Management

- **Off-Street Parking Requirements**

- *Parking Requirements are Reduced in PDA*
- *Exceptions for Small Commercial Uses (<1,500 Sq. Ft.)*
- *Reductions for:*
 - Projects Subject to TDM Requirements
 - Projects With Shared Parking
- *In Lieu Fees:*
 - Funds to Be Used for Programs Such as Municipal Parking, Transit Passes or Coupons

TABLE 18.18.040-A: REQUIRED ON-SITE PARKING SPACES, MIXED-USE DISTRICTS

Land Use	Required Parking Spaces	
Residential		
Studio and one-bedroom units	1 space per unit	One covered space shall be designated for each unit. One additional guest parking space must be provided for every 4 units for projects greater than 10 units.
Two or more bedrooms	1.5 spaces per unit	
NonResidential		
Office	1 space per 450 square feet	
Retail	1 space per 400 square feet	
Restaurant	1 space per 250 square feet	

Parking and Transportation Demand Management

- **Unbundling Parking for Residential Uses**
 - *Applies to Parking Accessory to New Multi-Family Projects of 10+ Units*
 - *All Spaces to Be Sold or Leased Separately from Units:*
 - Improves Affordability
 - Encourages Alternative Transportation
- **Parking Reduction for Shared Parking**
 - *Parking Reduction of Up to 40%*
 - Peak Hours of Use Must Not Overlap
 - Parking Demand Study Supports Adequacy
 - Parking Agreement is Prepared



Shared Parking

Photo Courtesy Dan Burden

Parking and Transportation Demand Management

- **Transportation Demand Management (TDM)**
 - *Applicable to:*
 - New Multi-Unit and Non-Residential Development
 - Non-Residential Additions > 10% of floor area
 - Change of Use That Increases Trip Generation > 5%
 - *Must Reduce Standard Trip Generation Rates by 20%*
 - Standard Trip Generation Rates Established by ITE
 - Reduction Rates Per Trip Reduction Measure Established by C/CAG
 - *Trip Reduction Measures*
 - Menu Approach, Mix and Match to Fit Project Location and Characteristics

Parking and Transportation Demand Management

- TDM Trip Reduction Measures: Facilities
 - *Passenger Loading Zones*
 - *Connections to Public Streets, Paths, Transit Stops*
 - *Land Dedication for Transit*
 - *Bike Parking*
 - Short-Term (Racks)
 - Long-Term (Bike Lockers; Secure Storage Areas)
 - *Preferential Parking for Carpools, Vanpools*
 - *Showers, On-Site Amenities*
 - *Information Boards, Kiosks*



*Pedestrian Connection in
Downtown Palo Alto*

Parking and Transportation Demand Management

- **TDM Trip Reduction Measures: Programs**
 - *Transportation Management Association*
 - *Paid Parking at Market Rates*
 - *Parking Cash-Out, Alternative Commute Subsidies*
 - *Ride-Matching Services*
 - *Guaranteed Ride Home in Emergencies*
 - *Promotional Programs to Encourage Alternative Transportation*
 - *Compressed Work Week, Flextime, Telecommuting*

Affordable Housing Incentives Program

- **Reduced Parking Requirements**
 - *Affordable Housing is a Distinct Residential Category*
 - *Required Parking Depends on Number of Bedrooms*



Senior Housing in San Mateo at Approximately 60 units/acre

REQUIRED ON-SITE PARKING SPACES		
Land Use Classification	Required Parking Spaces	
Residential Use Classifications		
Single-Unit Residential	2 spaces per dwelling unit	Must be within a garage.
Second Dwelling Unit	1 space for each. See Section 18.21.120, Second Dwelling Units	
Affordable Housing Developments (Moderate Income and Below)		
Studio	.75 space per unit	Required parking or one space per unit, whichever is less, shall be covered. One additional guest parking space must be provided for every 4 units.
One- or two-bedroom	1 spaces per unit	
Three or more bedrooms	2 spaces per unit	
Multi-unit Residential		
Studio	1 space per unit	One covered space shall be designated for each unit.
One- or two-bedroom	1.5 spaces per unit	
Three or more bedrooms	2 spaces per unit	One additional guest parking space must be provided for every 2 units.

Affordable Housing Incentives Program

- **Small-Lot Subdivisions**
 - *Provide Opportunities for Smaller, More Affordable Units*
 - *Ensure Compatibility With Neighborhood*
 - *Detailed Development Standards for Three Housing Types:*
 - Small Lot Single Unit
 - Bungalow Court
 - Townhouse

TABLE 2: DEVELOPMENT STANDARDS—SMALL LOT SINGLE UNIT, BUNGALOW COURT, AND TOWNHOUSE DEVELOPMENT TYPES			
Standard	Small Lot Single Unit	Bungalow Court	Townhouse
Site Standards			
Minimum Project Site Width (ft)	80	100	80
Maximum Project Site Floor Area Ratio (FAR)	.45	.45	1.0
Maximum Project Site Lot Coverage (% of site)	35	35	35
Building Height and Form			
Maximum Number of Stories	3	2	3
Maximum Building Length (ft)	n/a	n/a	150
Building Orientation			
Orientation	Facades shall be designed to orient towards the public street and a common courtyard, if provided.		
Entrance Location	The main entrance to each ground floor dwelling shall be visible to and located directly off a common courtyard or directly from the street.		

Affordable Housing Incentives Program

- **Single Room Occupancy (SROs)**
 - *Provide Very Small Affordable Rental Units*
 - *Ensure Good Design and Management*
 - *Development Standards Tailored to Unique Development Characteristics:*
 - Minimum Unit Size
 - Common Area Per Unit
 - Minimum Tenancy Period
 - On-Site Management Required for Projects > 10 Units